REPORT

on a

TOWN PLAN

for

Arlington, Mass.

Arlington Planning Board

1926

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CHARLES W. ELIOT 2ND

Consultant

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ROBBINS MEMORIAL TOWN HALL

REPORT OF THE PLANNING BOARD ON A TOWN PLAN

At the Town Meeting of April 22, 1924, an appropriation was voted for the preparation of a Town Plan and this work delegated to the Planning Board. After a preliminary consideration of the matter, it was decided to employ the services of a Planning Consultant and Mr. Charles W. Eliot 2nd, was secured for this purpose. He has made a study of our problems and his investigations have been presented to this Board in the form of separate reports. We are submitting herewith a final report, which embodies those features, which it seems to us most desirable to consider at this time.

While a report of this character necessarily contains some suggestions, whose adoption may be somewhat deferred without an adverse effect on the plan as a whole, other suggestions require immediate consideration and proper disposition before the opportunity has finally passed. The Planning Board, therefore, wishes to call particular attention to the following important projects, which it believes merit attention in the near future.

Improvement in situation at the intersection of Massachusetts Avenue and Pleasant, Mystic and Medford streets, together with the removal of the present grade crossing.

Establishment of rapid transit service over portion of the Lexington Branch of the Boston & Maine Railroad in conjunction with the service of the Boston Elevated Railway.

Creation of parallel thoroughfares to divert traffic from Massachusetts Avenue.

Extension and addition of cross-town routes.

Consideration of present parks with a view to expanding the same to their logical boundaries before further building development takes place. Acquisition of other suitable land for park and playground purposes.

It is the feeling of this Board that in view of the broad scope of this Plan, which outlines changes and developments which

probably will extend over a considerable period of time, that the best results can be secured from this report by having the Planning Board, in conjunction with the other interested Boards advocate and present to the Town, whenever the conditions shall seem most opportune, those specific projects which are outlined in this Plan.

We wish to acknowledge the great help received from the Town Engineer, from the Metropolitan Planning Division and from interested citizens. The ideas contained in the report are by no means all original, but rather a collection of suggestions received at numerous conferences and developed through study of the problems with the Planning Board Consultant.

Respectfully submitted,

CHARLES M. MACMILLIN, *Chairman.*
HERBERT M. DUTCHER, *Secretary.*
CAROLYN B. REED.
CYRUS E. DALLIN.
ROBERT W. POND.

HISTORICAL PREFACE

The Arlington Planning Board has considered it advisable to preface the report to be presented at the Annual Town Meeting with a sketch in broad historical outline of the development of the territory now named "Arlington," both prior to and since the incorporation as a township, believing it will be valuable to all and especially the very large number of more recently acquired citizens, in estimating the advisability as well as the merit of suggestions contained in the report, and have requested the writer to prepare this foreword.

In doing this, I would first state that to a larger degree than is true of most townships, Arlington has both lost and gained in territorial boundaries by acts of the legislature. Its original boundaries were Charlestown, Cambridge, Watertown, Waltham, Lexington, Woburn, and Medford. Prior to the incorporation and until the incorporation of Somerville in 1842, Charlestown included within its boundaries a strip of land extending along a line parallel with Broadway on the South and extending in a nearly straight line to Woburn, the Northern line running through the middle of Mystic River and the Mystic Lakes to what is now the Southeasterly boundary of Winchester.

In 1850, when lines to form the town of Winchester were laid out, that part of Arlington West and North of what is now the Winchester Golf Club property became a part of Winchester.

In 1859 Belmont was incorporated, depriving Arlington of all the territory South of Lake Street on a line extending to the Lexington boundary Westward, Southerly by Watertown and Waltham.

The final curtailment of Arlington's territorial lines came in 1880, when Cambridge acquired a considerable block of land lying between Little Spy Pond and Fresh Pond.

Not only in loss of territory has Arlington been the victim of circumstances but by change in name it has suffered loss of its true place in the record of historic events transpiring within its territorial bounds. First named Menotomy, then Northwest

Precinct of Cambridge; finally incorporated as West Cambridge, and then in 1867 changing the name to Arlington. Her rightful place in the record has been either overlooked or ignored by all others except the local historian.

But none of these seeming handicaps have prevented, though perhaps they have hindered growth and development. While territorially one of the smallest towns in Massachusetts (one mile from the centre in any direction) it is today a big town, possibly the most populous in the state. The growth in recent years has been in a sense phenomenal, as a few census figures will show.

The census of 1810, three years after incorporation, gives 917 as the population. In 1875 the town was credited with 3,906; that of 1910, 11,187; that of 1920, 18,665. The state census of 1925 raised these figures to 26,560.

This rapid growth in the past fifteen years is accounted for by the general attractiveness of the town, its proximity to the City of Boston, and because naturally it is a transportation centre. The result of this rapid growth in population has been the almost entire elimination of that which made Arlington famous some fifty years ago,—her great areas of land devoted to market gardening. All of these farms in the easterly part of the town, along Massachusetts Avenue have been converted into residential sections, bisected with well constructed streets and one farm only remains to be utilized along similar lines.

Arlington is a town to be proud of along other lines. It was here that the first grist mill (way back in 1637) for grinding corn by water power in all New England was built on Mill brook, close to the present junction of Summer and Mystic streets. On Massachusetts Avenue, near the site of Robbins Memorial Library, the Whittemore brothers built the first cotton and wool carding machine. It was on Mill brook at Grove Street that the first saw making in this country was established and grew to large proportions; printing on cloth by machinery in another building on Mill brook, owned by the Schouler brothers, rivaled the best in the country. No town in Middlesex County bore a more honorable or distinguished part in the events preceding the Declaration of Independence by the American Colonies, and not one can show as many recognitions of heroic conduct by the

EXPLANATION
WEST CAMBRIDGE FEB. 27, 1807
CHARLESTOWN ANNEXED FEB. 25, 1842.
WINCHESTER SET OFF APRIL 30, 1850.
BELMONT SET OFF MARCH 18, 1859.
CAMBRIDGE APRIL 19, 1880.
SCALE 1 INCH = 1200 FEET
COMPILED BY THE ENGINEERING DEP'T ARLINGTON, JANUARY 21, 1907.
HISTORICAL MAP
BACON ST.
CHURCH ST.
EVERETT ST.
CAMBRIDGE ST.
HIGH ST.
ARLINGTON ST.
RIDGE ST.
FRUIT ST.
WINCHESTER
MYSTIC LAKES
MEDFORD
ARLINGTON
SPY POND
WHITTEMORE PARK
MENOTOMY ROCKS PARK
LITTLE POND
BELMONT
FRESH POND
LEXINGTON
RESERVOIR
WARREN
PRESCOTT
ALEXANDER
SOMERSET
CONCORD
WINTER
SPRING LANE
FOUNTAIN
WASHINGTON
PARK
OAK
ORCHARD
SCHOOL
CEDAR
GROVE
TRUMAN
FAIRMONT
BOSTON & MAINE R.R.
FITCHBURG DIV. B. & M. R.R.
CENTRAL DIV. B. & M. R.R.
MYSTIC VALLEY PARKWAY
MEMORIAL DRIVE

Minute Men of April 19, 1775, as Arlington has on her main thoroughfare and adjacent streets.

Historically, along manufacturing lines, in her public buildings and general scenic attractiveness, Arlington people have great reason for entertaining a feeling of civic pride, but in the passing years the town has grown so large that methods in vogue in the past no longer suffice. For instance, there are today Easterly from a line drawn across the township at Lake and Winter streets, more houses and business places than were in the whole town of Arlington, not very long ago, and the recent opening of "Lockeland," already well dotted with dwellings, and other smaller areas lately placed on the market, indicate that growth in population will be on a parallel with preceding years for an extended period.

For these and other reasons, the citizens of Arlington owe it to the Planning Board to give the most careful consideration to their plans for the future, so clearly set forth in the pages of text in this report, reinforced graphically with maps and diagrams.

Charles S. Parker.

A TOWN PLAN FOR ARLINGTON

BY

CHARLES W. ELIOT 2ND

CITY PLANNING CONSULTANT

A TOWN PLAN is a program for civic development. It is an effort to foresee the physical needs of the community and to provide for them in an orderly manner. But a good Town Plan is more than just a program. Comprehensive planning includes a study and understanding of the relation among different kinds of civic developments. It is an endeavor to secure both a well-rounded and a well-ordered civic life.

The program or plan now submitted for your consideration includes studies of the traffic problem, of the arrangement of streets for the development of vacant land, of the location of parks and playgrounds, and studies of the provision of future means of transit and transportation.

PART I

TRAFFIC

There are two kinds of through traffic in Arlington: First, the traffic in and out of Boston, which is now largely concentrated on Massachusetts Avenue; and Second, the traffic around Boston and across the town which is now largely concentrated on Pleasant, Mystic and Medford streets. Under these conditions it is natural that the greatest traffic problem should arise at the intersection of these two streams, and at a point where a grade crossing of the railroad further complicates the situation.

ACCIDENTS

From information collected by the Chief of Police of Arlington a map has been prepared which shows where all traffic

accidents occurred in 1924. On this map collisions of vehicles are indicated by different shaped dots according to the nature or seriousness of the accident. From the accident map it is apparent that the great majority of accidents in Arlington take place on *Massachusetts Avenue*. Out of a total of two hundred and seventy-six (276) accidents, one hundred and seventy (170) were either on the Avenue itself or just off the Avenue on intersecting streets. If the volume of traffic was not cause enough for concern, these accidents show conclusively the seriousness of the situation.

Some of the more apparent causes of these accidents and of the congestion on the Avenue may be briefly listed as follows:

1. The rule of the road by which vehicles entering from the right have the right-of-way even though entering a main highway. This rule in practice results in automobiles coming into the Avenue without proper attention to the main stream of traffic. Careless drivers are apt to assume that the technical right-of-way will sufficiently protect them.

2. The confusion at the grade crossing at Arlington Center due to the indirect cross over from Pleasant to Mystic and Medford streets, the railroad, and the apparent ampleness of space which tempts to unwarranted speeds.

3. The variety of vehicles using the Avenue; street cars, light and heavy trucks, buses, horse-drawn vehicles and pleasure cars are all there, whether as through or local traffic.

4. The contraction in the width of the Avenue above Academy Street. It is there barely wide enough to allow an automobile and a street car to pass, at the same time, a vehicle standing at the curb.

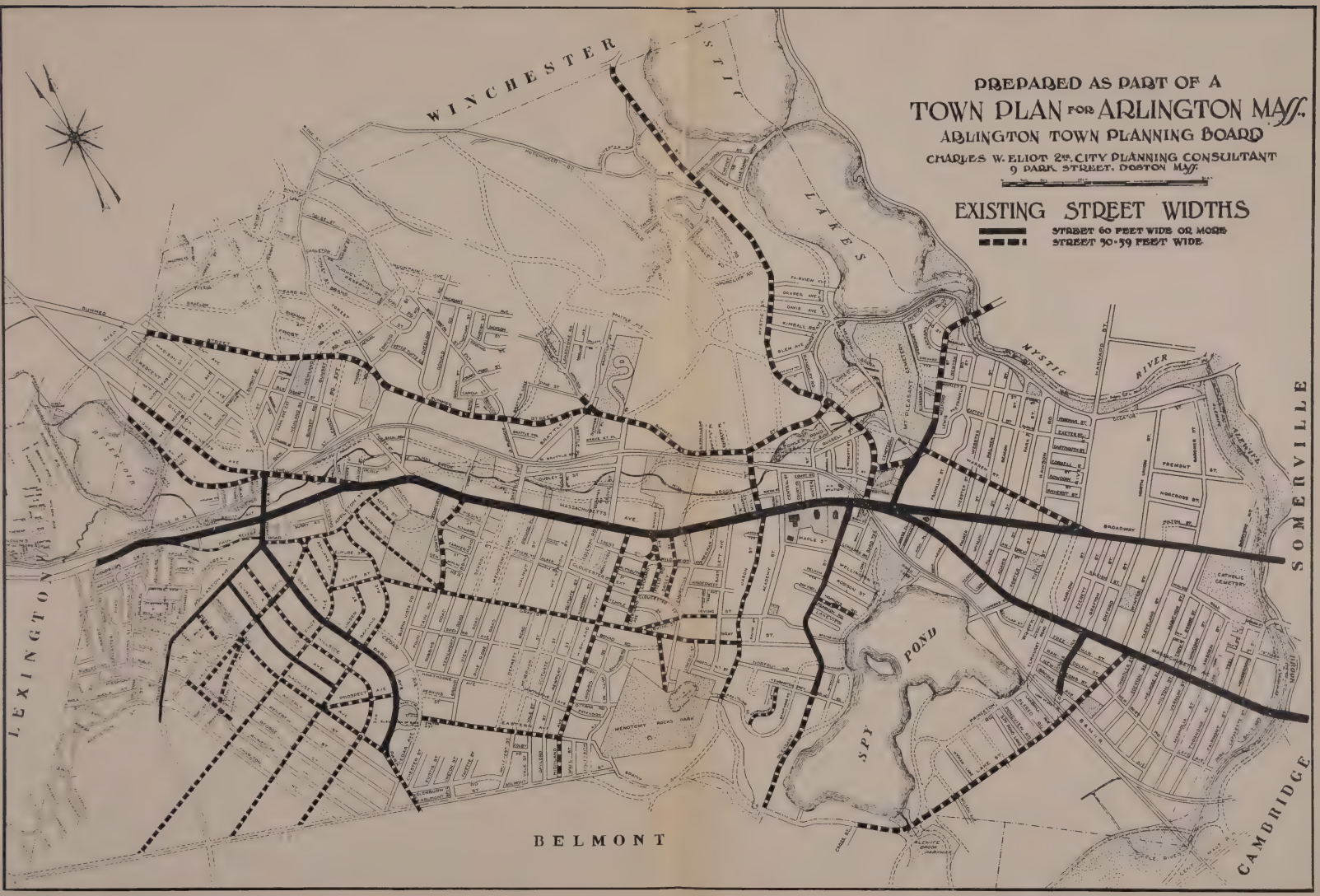
5. Certain blind corners or steep grades on intersecting streets.

6. Insufficient width between the car lines to allow of the erection of traffic beacons or silent policemen in the middle of the street. The patented "sinkable" beacons may fill the need.

Other causes of particular accidents are, of course, involved, since in most accidents a number of causes can usually be assigned. The usual list of "excessive speed," "inattention," "driving under the influence of liquor," etc., appears on the records.

PREPARED FOR THE ARLINGTON TOWN PLANNING BO

A TOWN PLAN FOR ARLINGTON


PREPARED AS PART OF A
TOWN PLAN FOR ARLINGTON MASS.
ARLINGTON TOWN PLANNING BOARD
CHARLES W. ELIOT 2ND. CITY PLANNING CONSULTANT
9 PARK STREET, BOSTON MASS.
EXISTING STREET WIDTHS
STREET 60 FEET WIDE OR MORE
STREET 50-59 FEET WIDE
WINCHESTER
LAKES
MYSTIC
RIVER
SOMERVILLE
LEXINGTON
BELMONT
CAMBRIDGE
SPY POND
MASSACHUSETTS AVE.
BROADWAY
MYSTIC VALLEY PARKWAY
MEMORIAL PARK
CATHOLIC CEMETERY

WIDTH OF STREETS

There are very few streets in Arlington of adequate width to serve as Arterial Highways. Massachusetts Avenue, Broadway, Park Avenue and portions of Pleasant and Medford streets are practically the only highways over sixty feet wide. Summer Street, Lowell Street, Warren, Lake, Mystic and Medford streets are all between fifty and sixty feet wide. The rest of the streets of the Town are forty feet wide with the notable exception of the roads included in the original developments of Arlington Heights where a fifty-foot width was adopted.

While these existing widths of highway may perhaps be adequate for the present volume of traffic, they are certainly insufficient in a number of cases for the future combined needs of local and metropolitan traffic. Street widening is costly, but the longer it is postponed the more expensive it will become,—expensive in accidents and traffic delays as well as in cost of land and buildings. Every means possible should be utilized to avoid this expense or minimize it. The establishment of building lines or setback regulations for all future buildings is the best method to employ. The successful application of this method in the case of Massachusetts Avenue in 1924 should encourage further use of setback restrictions.

TRAFFIC COUNTS

Traffic counts conducted by the Metropolitan Planning Division show that the number of vehicles using Massachusetts Avenue daily exceeds the number on Commonwealth Avenue in Newton and on the Arborway at Forest Hills.

Daily averages from traffic cards taken fourteen (14) hours each day for one week beginning August 24, 1924 at seven (7) A. M. for Metropolitan Planning Division.

Place	Horse	Auto	Trucks		Motor		Total
			Small	1 Ton	Total	Bus	
Massachusetts Avenue, near Alewife Brook in Arlington	98	7859	652	540	1192	23	9172
Commonwealth Avenue at Washington in Newton	6	5502	154	58	212	2	5722
Arborway through traffic at Forest Hills	3	8412	59	5	64	2	8481

The maximum hourly use recorded was nine hundred and sixty-five (965) between three and five in the afternoon. In brief,

Massachusetts Avenue is one of the most travelled arterial highways of Metropolitan Boston.

FUTURE USES

The volume of traffic using Massachusetts Avenue is almost sure to increase considerably in the next few years along with the general increase of use of all highways in this country. It is probable that the traffic on the Avenue will increase faster and to a greater total than will the general average use of streets because of its position in both the metropolitan and local system of highways.

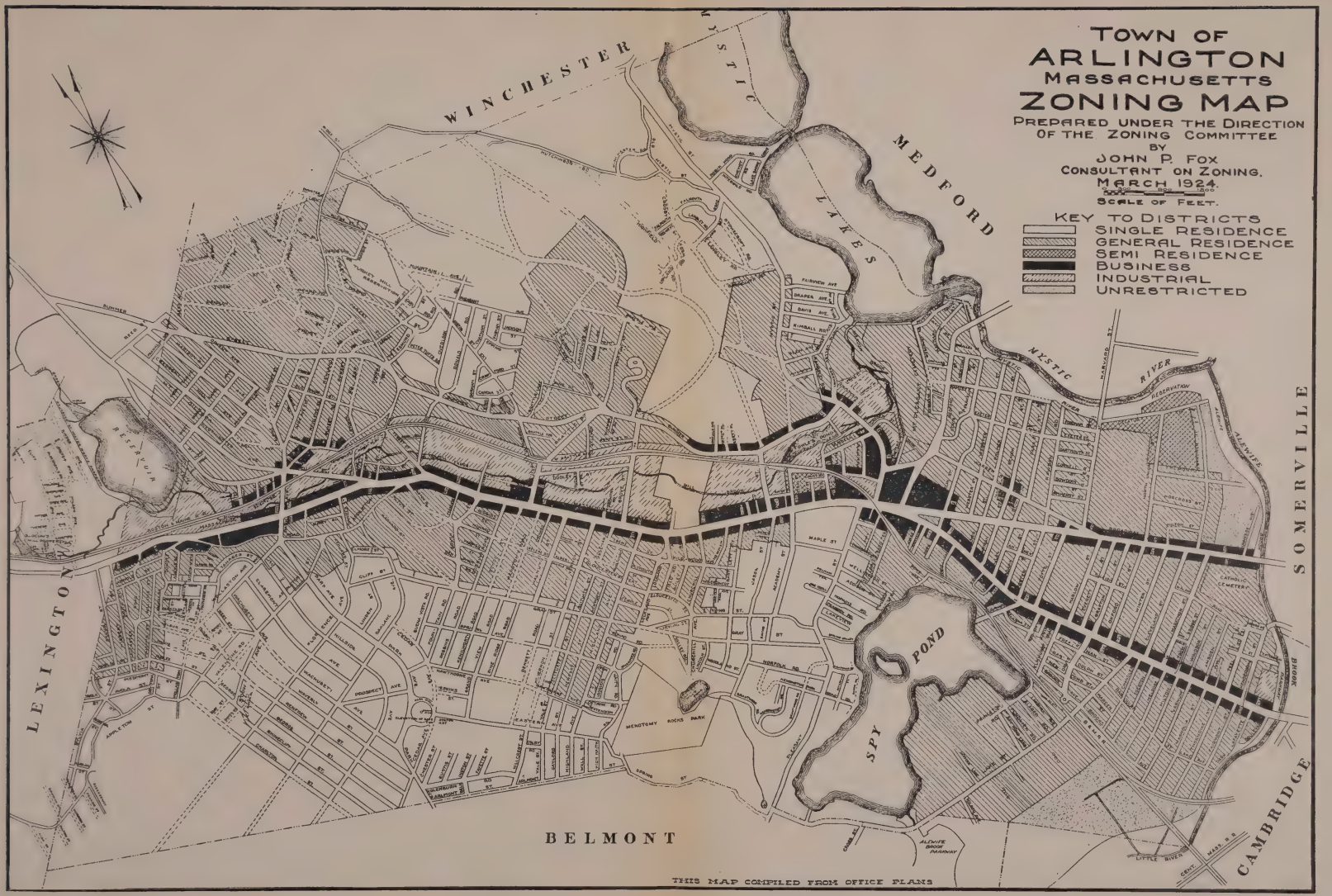
The location of Massachusetts Avenue on the direct route of travel to the northwest of Boston, and the moderate grades which prevail throughout its length in Arlington, combine to make it the natural thoroughfare out of the Boston Basin and through the ring of hills. It was because of this importance of the Avenue as a through route that it became the main street of the town. A glance at the zoning map* will show how business congregates there. As the town develops and increases in population the burden of local traffic will constantly grow heavier on the Avenue.

SPEED AND RIGHT OF WAY

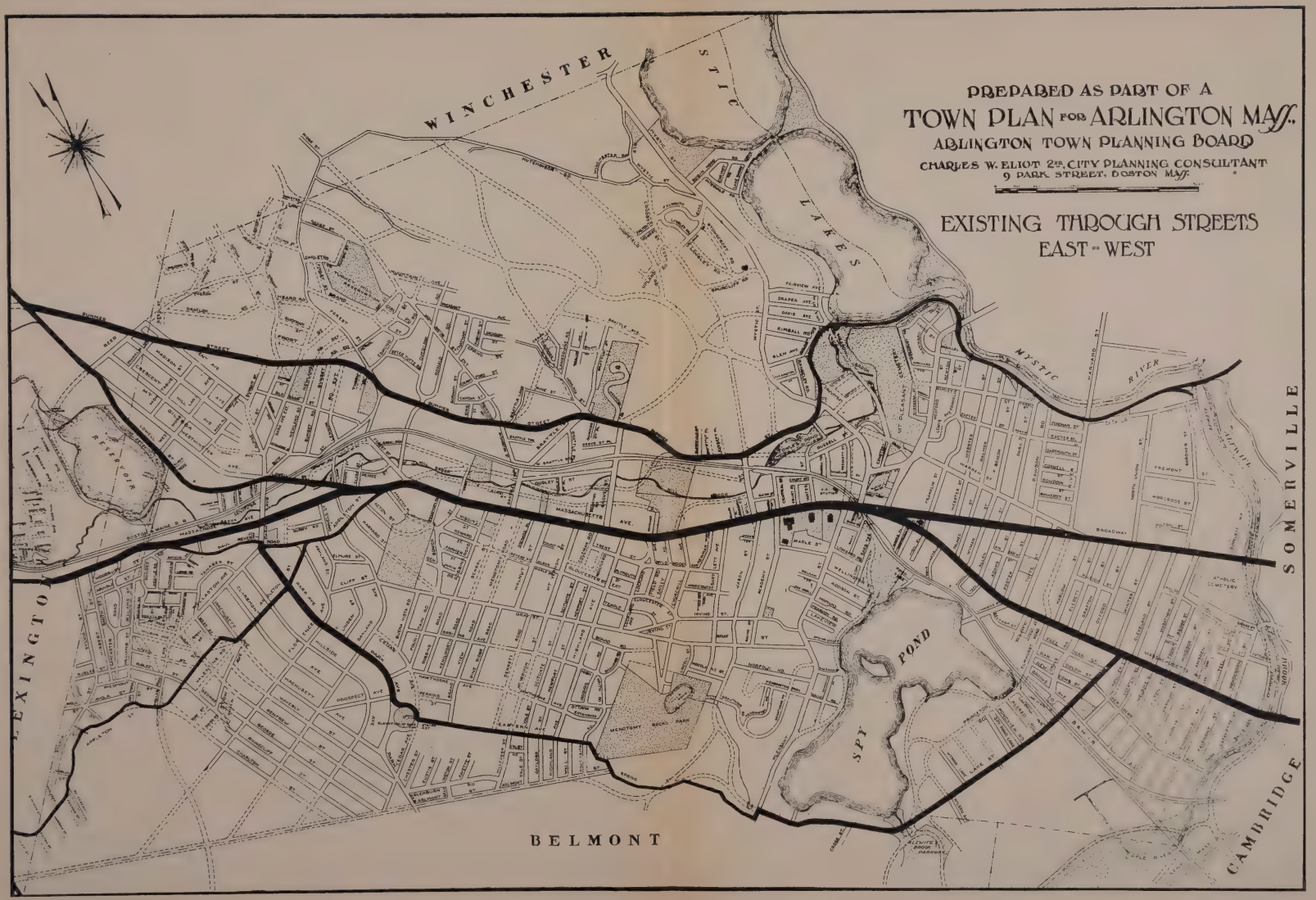
The traffic capacity of Massachusetts Avenue can be increased in only two ways: by greater width of travelled way or by greater speed of vehicles. Substantial increase in width beyond that already anticipated by the Building Lines on the upper Avenue would be very costly. There remains the possibility of increasing the speed of travel.

With the present rule of the road any increased speed of vehicles would be disastrous, but if an "Express Street," or "Boulevard Street" could be established, a greater speed would be practical and one kind of accident would be avoided. An "Express Street" means that vehicles on certain thoroughfares,

*The Zoning By-law and map were accepted by the Town in May, 1924, after a number of changes in the map as submitted by the special Zoning Committee. At this time, after the expiration of about two years, it is interesting to note that subsequent petitions, which have been approved by the Town have resulted in restoring this map to practically its original form. During this period, the majority of changes outside of these reversions to the business zone, consisted in the transfer of a considerable portion of a partly developed area from the general to the single residence district and minor changes of separate parcels of land from the single to the general residence district.



MAP SLIGHTLY CHANGED SINCE ADOPTION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EXISTING THROUGH STREETS
EAST - WEST
WINCHESTER
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MASSACHUSETTS AVE.
BROADWAY
MYSTIC VALLEY PARKWAY

designated by a State or Metropolitan authority, always have the right of way, and that all vehicles approaching an "Express Street" from a side street must come to a full stop before entering. Whether or not it is desirable to increase traffic speeds on Massachusetts Avenue, the designation of parts of the Avenue as an "Express Street" in this sense is most desirable to prevent accidents. For all intents and purposes the Avenue is now used as an "Express Street" without the safeguarding provision in law of the full stop for vehicles entering it. I have no hesitation in recommending a petition to the General Court asking for a change in the "rule of the road" to allow of the designation of parts of Massachusetts Avenue in Arlington as an "Express Street." Of course, the immediate vicinity of the Grade Crossing should not be so designated.

PARALLEL ROUTES FOR THROUGH TRAFFIC

A considerable proportion of the traffic on Massachusetts Avenue going through Arlington to points beyond or going to parts of Arlington not immediately on the Avenue can be diverted to other routes.

1. SUMMER STREET already takes a large share of the pleasure traffic going towards Billerica and Lowell and it could take a great deal more. The present connections at each end of Summer Street are inconvenient for the use of this thoroughfare as a substitute or parallel route to Massachusetts Avenue. At the Lexington end of Summer Street it is now necessary to go almost a mile out of the way in order to get back onto Massachusetts Avenue via Lowell and Maple streets. While any direct connection between Summer Street and Massachusetts Avenue at Pleasant Street would all lie within the town of Lexington, almost half of the land involved is owned by the Town of Arlington.

At the eastern end of Summer Street there is also a difficult situation. With the repairing of Broadway and the improvement of connections to this street in Somerville, as recommended by the Metropolitan Planning Division, Broadway will be more largely used. Such use is to be encouraged as a relief for the lower part of Massachusetts Avenue, but the traffic on Broadway should be led to use Summer Street. The present route between

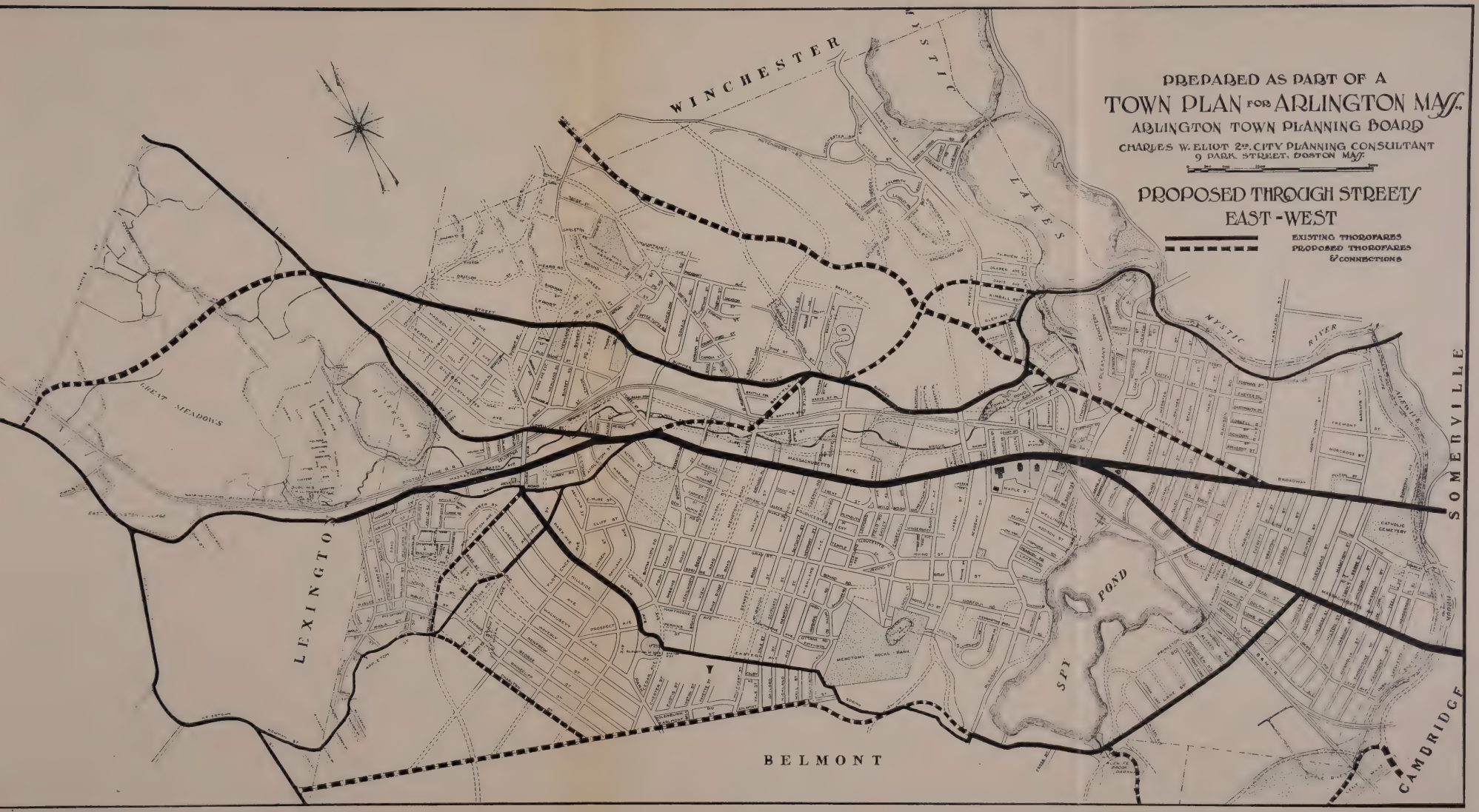
Broadway and Summer Street via Warren, Medford, Chestnut and Mystic streets is circuitous and so indirect as to discourage use. It also goes past the new Parochial School at Medford and Chestnut streets which makes it dangerous to increase the traffic there. An extension of Warren Street in a straight line to Mystic Street at the brook would greatly improve this situation and would not be unduly expensive at this time. The Town already owns a part of the land involved and only one house would have to be moved. An exchange of property in this case might be arranged, and for the rest, the line of the proposed Garden Street could be made to conform to the new arrangement. Even though construction is not undertaken at this time, the land should be secured immediately.

The connection of Warren and Mystic streets suggests the possible use of Russell street and a new road across Fowles Pond to Summer Street as a means of avoiding the dangerous corner where the Parkway and Mystic Street intersect. Another by-pass of this corner is suggested on the plan by the use of Davis Avenue and a new street to connect with Summer Street at Grove Street.

Lake Street, Spring Street and Eastern Avenue, Park Avenue and Paul Revere Road constitute another parallel route already in use by motorists desirous of avoiding the congestion of Massachusetts Avenue. Through the public spirit of one of the largest landowners on Lake Street, it will be possible to widen a part of that street ten feet without expense for the land takings.

The relocation of Spring Street is essential to the efficient use of this route and to its development for the relief of Massachusetts Avenue. The present connection with Lake Street and Pleasant Street should be made more direct and the line above Pleasant Street should be changed to allow of easier grades.

The extension of Arlmont Street along the town boundary to connect with Appleton and Bowman streets at the Lexington line would develop a parallel route over the Heights. This seems to me the most practical move that can now be made for the relief of Massachusetts Avenue. It will have an increasing importance with the completion of the Little River Parkway to Spy Pond. The land near the route is now undeveloped and comparatively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PROPOSED THROUGH STREETS
EAST - WEST
EXISTING THOROFARES
PROPOSED THOROFARES
& CONNECTIONS
WINCHESTER
MYSTIC LAKES
MYSTIC RIVER
SOMERVILLE
CAMBRIDGE
LEXINGTON
BELMONT
GREAT MEADOWS
RESERVOIR
SPY POND
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MASSACHUSETTS AVE.
BROADWAY
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inaccessible so that the improvement would not be unduly expensive and it would open up a large area of excellent land for development while at the same time relieving Massachusetts Avenue.

Short of completing this route Charlton and Rhinecliff streets might be used, or an improvement of the turn at the Congregational Church on the corner of Park Avenue and Paul Revere Road might be made.

USE OF PARALLEL ROUTES

The parallel routes outlined in the preceding section are suited to different kinds of traffic; on one pleasure traffic would predominate, on another trucks, etc. Modern theory in city planning looks to the separation of the kinds of traffic. As far as possible different routes of different types should care for through traffic, local traffic, light, heavy, fast and slow traffic. If the separation comes naturally as the result of the peculiar fitness of one route or another for a particular kind of traffic, so much the better.

At present all of these kinds and sorts of traffic are to be found on Massachusetts Avenue. If the changes, connections and new routes suggested in this study are carried out the street cars would be replaced by bus and rapid transit service, through light pleasure traffic would be encouraged to use the Spring Street route, and Summer Street would be made more available for through trucking.

Massachusetts Avenue would then be adequate for the remaining trucks and through traffic with allowance for the future increase of local traffic.

NORTH—SOUTH THOROUGHFARES

Just as the radial traffic is concentrated on Massachusetts Avenue, so now the circumferential traffic is concentrated on Pleasant Street, Mystic and Medford streets. Recently Park Avenue has seen increased use by pleasure vehicles so that it now serves in part as a cross-town route. Lake Street has had a similar joint use for radial and circumferential traffic for some time. These existing routes are all broken or incomplete.

The problem of cross-town traffic is, therefore, how to connect segments of existing streets and how to develop new parallel routes. The chief difficulties in the way of making new streets and connections are the location of Massachusetts Avenue, the railroad tracks, and the topographical situation. For instance, the use of Pleasant Street and Mystic Street involves two right angle turns at Massachusetts Avenue, and, at the same time, crossing the railroad at grade. Park Avenue has such steep grades that use of that route by trucks is impossible. In considering any new streets these two difficulties are always to be encountered.

PROPOSED NORTH—SOUTH THOROUGHFARES

Starting at the eastern edge of the town, the following existing and possible streets are available for cross-town traffic—

1. The Alewife Brook Parkway when completed to connect with the Fresh Pond Parkway will become a major link in the Metropolitan System of highways. Although lying just beyond the boundary line of Arlington it is mentioned here because of its great importance as a circumferential route. It will help to solve Arlington's traffic problem and to develop the vacant lands near the brook.

In connection with the Parkway on the Cambridge and Somerville side of the brook, Arlington should take steps to develop a parallel way on the Arlington side. The Catholic Cemetery makes it impossible at present to have a continuous roadway on the Arlington edge of the park land, but between Massachusetts Avenue and Henderson Street and between Broadway and the Mystic Valley Parkway border roads should be laid out to secure the best treatment and appearance of the park. "Park Boulevard" is a good start in this direction.

2. Proceeding west, the next cross-town route is Lake Street which is to all intents and purposes dead-ended at Massachusetts Avenue. There is also a grade crossing of the railroad to be considered. Of all the planning problems before the Planning Board, this one of Lake Street has a longer record of lost opportunities than almost any other. The need of a connection

between Lake Street and Medford has been recognized for years and a great variety of schemes have been put forward, but none carried out. One by one all these schemes have either become impossible of execution or so expensive as to be impracticable.

It would be desirable to connect Lake Street with Cleveland Street and then to Garden Street, but that route has been so built over as to preclude any chance for such a project. Connecting with Winter and North Union streets would not be so difficult but would be expensive and not very satisfactory. When Orvis Road was built there was some talk of bridging the railroad at the foot of that street and connecting with Lake Street in that way. That possibility has also become very much more expensive recently through the erection of houses on Lake Hill Avenue.

The situation does not seem to me to justify the expense necessary to try to make Lake Street a through cross-town route at this time. The future need of such a route should, however, be safeguarded as far as possible. Orvis Road is the route to be watched and developed when occasion serves. Grafton Street should be extended and whenever land between Orvis Road and Lake Street is on the market it should be taken without hesitation by the Town. Perhaps the new law now before the Legislature on the petition of the Massachusetts Federation of Planning Boards may have its first application in this case.

3. Spy Pond Parkway. When the shores of Spy Pond are made a public park, a road should be constructed on the border of the land taken. This road will serve not only to secure the development of abutting property facing the park, but also as a continuation of the Little River Parkway. Already a start has been made on this road at the end of Lakehill Avenue. I have shown on the accompanying plan a route for this new Spy Pond Parkway which goes between the two knolls and skirts the pond to the foot of Lakehill Avenue. There a new bridge should be built over the railroad tracks to connect the Parkway with a widened Elmhurst Road. This, the former Barnes Lane, can be widened at slight expense and connected directly by a future street across the land owned by the Boston Elevated to Harvard Street and Medford. The Elevated is now considering the sale of this land and it is of the utmost importance that a seventy foot

VIEW FROM OVER SPY POND PLAYGROUND SHOWING PROFOSED RAILROAD TUNNEL

street should be secured which will conveniently connect at either end with Elmhurst Road and Harvard Street.

This route is by far the most important, cheapest to construct and pleasantest cross-town route which can now be arranged. It will take the place of the lost Lake Street route and greatly relieve the traffic burden on Pleasant and Medford streets.

Wilson Avenue can be connected with this proposed parkway and street to Medford to provide a through route between Hill's Crossing and Medford for heavy traffic. The provision of parallel routes for pleasure and business traffic on the southeast of Spy Pond is now possible.

On the West Shore of Spy Pond a similar shore road is essential to the appearance and usefulness of the future Spy Pond Park. Here again a start has been made towards accomplishment. This shore road can also be made to serve as a cross-town traffic route if it can be connected with existing or future streets to the north of Massachusetts Avenue. On the plan the road is shown connecting with Mystic Street. The value of this through route along the shores of Spy Pond and the Mystic Lakes lies not only in its serviceability as a parallel to Pleasant and Mystic streets but also in its scenic possibilities and its attractiveness to pleasure traffic.

Pleasant Street as a cross-town route needs no comment. What is needed is an untangling of the traffic stream crossing Massachusetts Avenue. I should advise a direct connection of Pleasant Street with Prescott Street. This would mean the destruction of the old town hall and the use of its site for street purposes. Between the railroad and Winslow Street a part of a coal shed would have to be sacrificed. In addition Prescott Street should be widened on the east side to a width of at least sixty-five feet. At the bottom of Prescott Street a corner now occupied by a filling station should be secured to assure a good connection of Prescott and Mystic streets.

The two parallel routes developed by this extension of Pleasant Street and by the West Shore Road along Spy Pond could serve different types of traffic or as one way streets. To secure the continuation of the parallelism beyond Chestnut Street certain matters must be attended to immediately. The Town

Engineer has prepared plans for a forty-foot street from Chestnut Street to the Mystic Valley Parkway for the Cemetery Commission. Strenuous efforts should be made to secure at least fifty-foot right-of-way for a parkway here.

Eventually a Parkway Along Meadow Brook would be a part of a Parkway along the whole length of the West Shores of the Mystic Lakes. The arguments for a Mystic West Shore Road are too well known for repetition here. Representative Currier has introduced a bill into the Legislature to provide for the taking of land along the west shore of Mystic Lake by the Metropolitan Park Commission. In one sense the state is morally bound to carry on this work, for the land on the Medford Shore was given with the idea and understanding that it would be the policy of the Park Commission to control all the shores of the Mystic Lakes.

West of Pleasant Street the development of any cross-town route is much more difficult because of the steep grades that exist on either side of Mill Brook Valley and Massachusetts Avenue. Jason and Mill streets, however, offer one opportunity which may eventually be very important.

Jason and Mill Streets can be more directly connected at Massachusetts Avenue without difficulty. Beyond Summer Street several routes suggest themselves, the most practical of which seems to me to be by Crosby Street and so too, Old Mystic Street at Hutchinson Road.

West of Jason Street there is the existing cross-town route of Park Avenue, which, when connected through to Forest Street, might be called the "Hilltop Route." On the plan illustrating this report I have shown a possible alternative route to avoid the grades on Forest Street. This scheme was first shown on the plans of the Metropolitan Improvement Commission in 1909, and what I have indicated on my plan is a modification of their route to use parts of roads laid out since 1909. The advantage of this route is chiefly the avoidance of the extreme grades on Forest Street, but it is also important as opening up the valley through which it runs for real estate development. Several houses have recently been built in this section and it is necessary that a proper plan of street layout be secured as soon as possible.

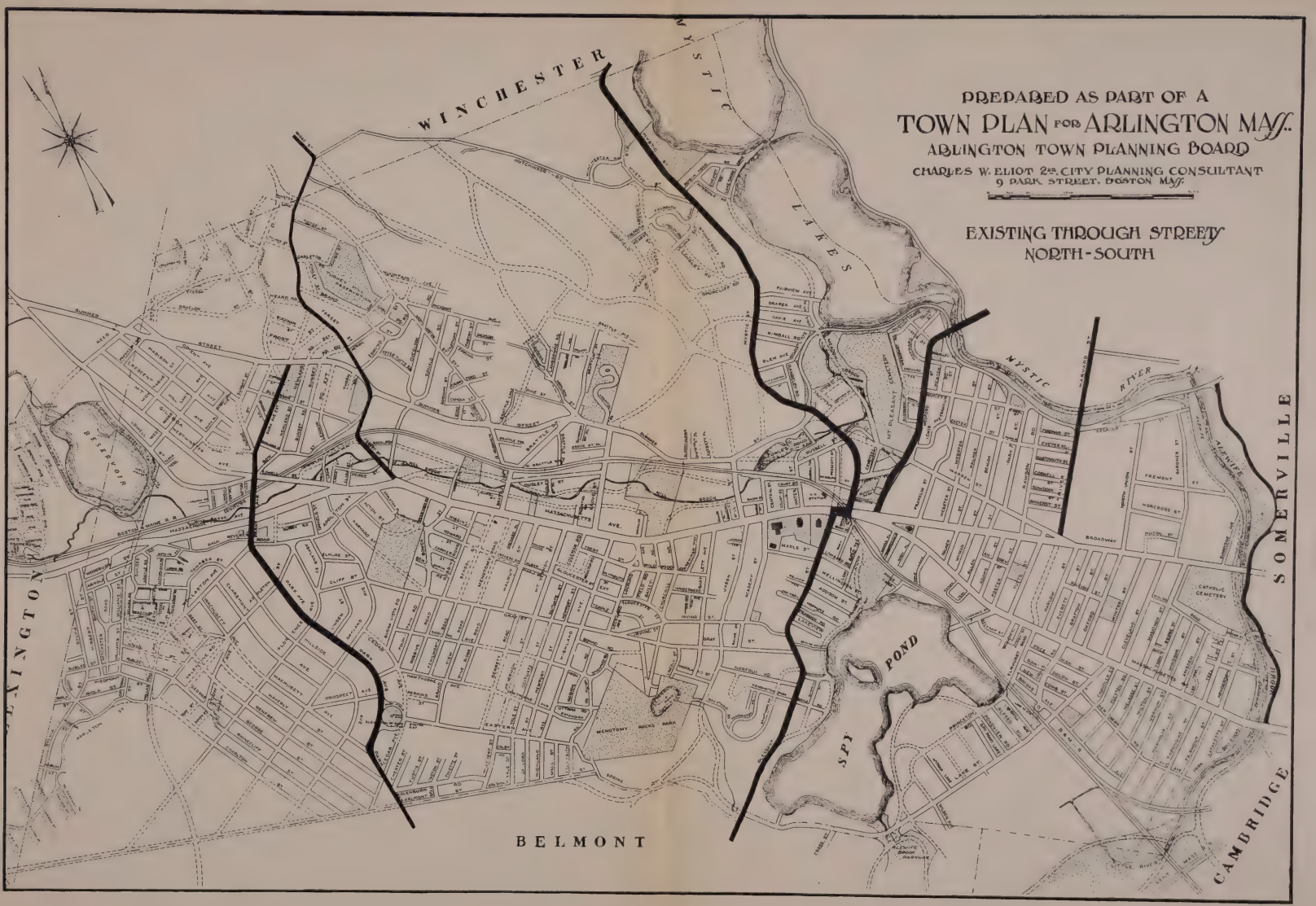
West of the top of Arlington Heights near the Lexington line, the topography allows the construction of another circumferential thoroughfare. Beginning with a continuation of Marsh Street in Belmont up the valley of Clemetis Brook, a possible route goes to Wollaston Avenue at Appleton Street. Thence one can go via Wollaston Avenue to Park Avenue or by a new street at reasonable grades by Williams Street to a bridge over Massachusetts Avenue and the Railroad. From here a road over Water Works Property, either east of the reservoir, to Lowell Street or west of the reservoir to Reed Street might be arranged. Here at the north end of this highway two outlets by either of two brook valleys can be used. The valley in Arlington has already been mentioned as offering a parallel route to Forest Street. This valley can be reached from the north side of Mt. Gilboa by Reed Street and a relocated Thesda Street. The other valley lies wholly in Lexington.

PART II

ARLINGTON CENTER

The junction of Pleasant Street and Massachusetts Avenue is the center of Arlington not only in a civic and business sense, but also in a traffic and transportation sense. The Town Hall, Library, Police Headquarters and the new Fire Station, as well as a number of churches are all in this neighborhood. Retail business, although now spread the length of Massachusetts Avenue, is centered here. The many main highways converging at or near the grade crossing bring a quantity of traffic which causes serious congestion, and the street car lines have established transfer stations at this point. To cap the climax the railroad tracks of the Boston and Maine Railroad cross Massachusetts Avenue at an acute angle at grade.

These are the chief elements in the problem of the future of this part of the town, and indeed in the future of the whole town, for cramping and congestion here will stultify the future healthy growth of all of Arlington. A more detailed examination of these elements is therefore necessary.


PREPARED AS PART OF A
TOWN PLAN FOR ARLINGTON MASS.
ARLINGTON TOWN PLANNING BOARD
CHARLES W. ELIOT 2ND, CITY PLANNING CONSULTANT
9 PARK STREET, BOSTON MASS.
EXISTING THROUGH STREETS
NORTH-SOUTH
WINCHESTER
MYSTIC LAKES
MYSTIC RIVER
SOMERVILLE
CAMBRIDGE
BELMONT
SPY POND
RESERVOIR
MENOTOMY ROCKS PARK
MASSACHUSETTS AVE.
BROADWAY
MT. PLEASANT CEMETERY
CATHOLIC CEMETERY

1. The Arlington Branch of the Boston and Maine Railroad approaches Massachusetts Avenue from the south on a considerable fill, and, after crossing the street car tracks at grade, swings on a wide curve to a course almost parallel with the Avenue. The station is located on this curve. Beyond the curve is another large fill where the railroad crosses Fowles' Pond.

2. On either side of the grade crossing, just above and below it, two of the chief highways carrying circumferential traffic around Boston intersect with Massachusetts Avenue. As you face west on Massachusetts Avenue, Pleasant Street with traffic from Belmont, Watertown and Waltham enters from the left and Mystic Street with traffic from Winchester enters from the right. One block east of Mystic Street, Medford Street pours its traffic from Medford into the Avenue, while just further east Broadway forms an acute angle intersection and encloses the site of the new triangular park and the Central Fire Station.

3. The topography of the vicinity is also of interest. Massachusetts Avenue rises steadily though mildly as it proceeds westward. The railroad also rises at a gradient of 1.2 per cent. from near Linwood Street to Brattle Street. Pleasant Street is approximately flat. Mystic Street falls away abruptly after leaving the Avenue. To the southeast the land drops sharply except for the railroad fill.

4. The public buildings of the town are grouped as a civic center near the grade crossing. The new Town Hall, Library and the Parmenter School, together with the Unitarian Church already form a group of buildings in the block between Pleasant and Academy Streets. The new central fire station and Soldiers and Sailors Memorial occupy the triangle at about the same distance to the east of the grade crossing. Opposite Pleasant Street is the old Town Hall, now used as police headquarters. The railroad station lies just behind the police station and the post-office is across the avenue from the Library.

5. The Accident Map already referred to shows a concentration of accidents along the Avenue, but it also indicated the vicinity of the grade crossing at Arlington Center as the most dangerous traffic point in the town.

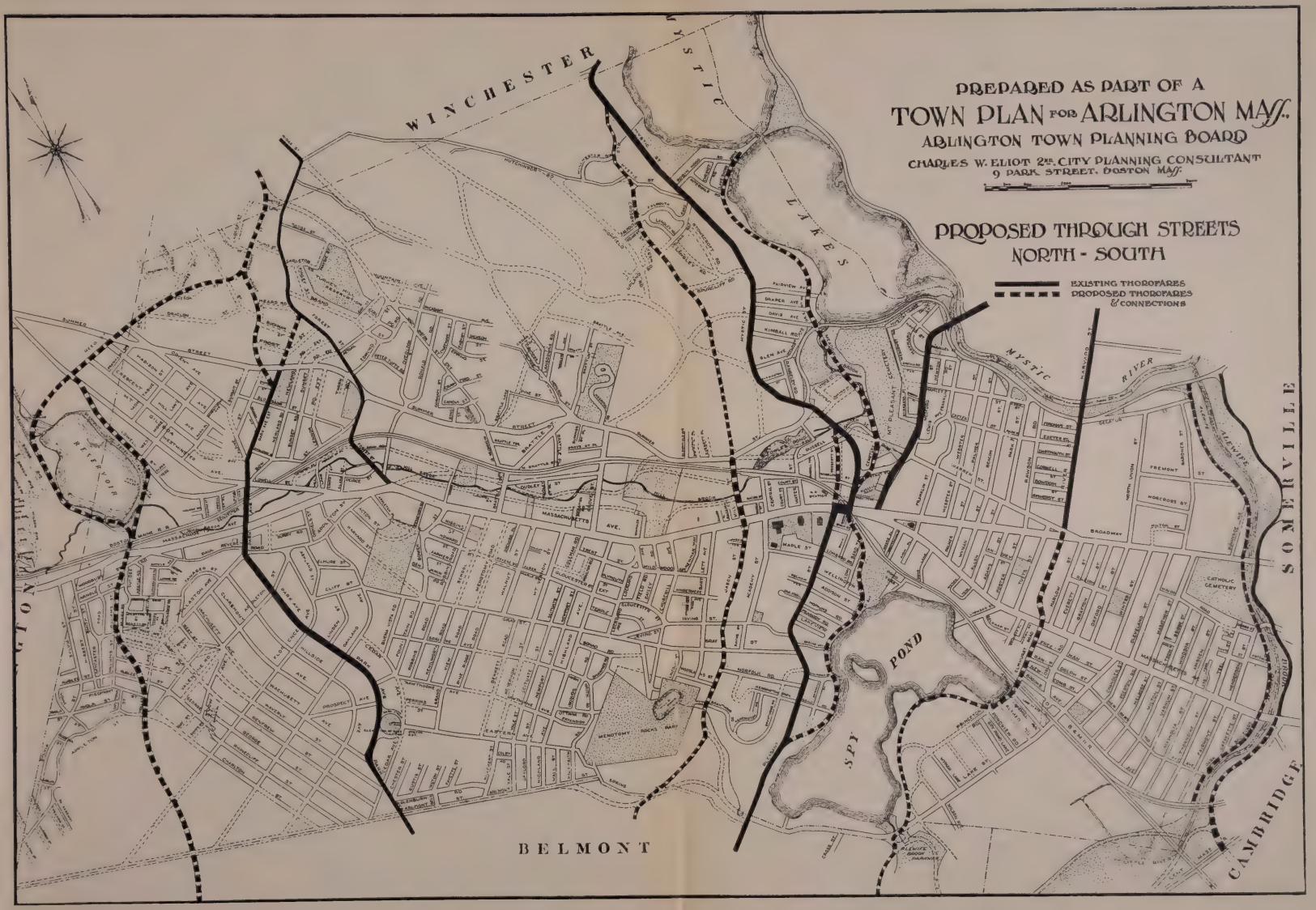
6. The many studies that have already been made for the abolition of the grade crossing have all been based on the assumed use of steam on the railroad. The existing grades on either side of the grade crossing have made the solution of the problem under this assumption most difficult and expensive. The most practical proposal so far put forward under these conditions calls for the elevation of the tracks over the Avenue.

It is now possible to restudy this problem with somewhat different assumptions as to the use of the railroad tracks. The whole of the Arlington Branch of the Boston and Maine Railroad does not pay and the quantity of freight on the line is insignificant. The Metropolitan Planning Division has recently proposed the construction of a rapid transit line from Lechmere to Somerville Junction or North Cambridge. The suggestion has been made that eventually this line might be extended over the tracks of the Arlington Branch to Arlington or beyond. Such an extension to Arlington Center would be the most natural development of the Lechmere-Somerville Junction Rapid Transit Service.

I, therefore, suggest that the Arlington Planning Board should assume that the next step in providing increased transportation service for Arlington should be the use of the railroad tracks by electric rapid transit trains as far as Arlington Center. Such an assumption will create a new problem at Arlington Center because the vicinity of the grade crossing would then become a street car transfer point of major importance.

Such an assumption at the same time simplifies the problem of the grade crossing proper. With the electric power, very much greater grades on the tracks will be practicable and the cost of separation of grades will be less, no matter how such separation is arranged. I feel confident that the sinking of the tracks under the Avenue will then prove to be not only the best looking but the cheapest method of procedure.

In addition to the use of the railroad tracks for electric trains, the Planning Board should assume the eventual substitution of motor buses for street cars on Massachusetts Avenue. The street cars are the most bulky and least flexible variety of vehicle that uses the street. Might they not be transferred to the railroad tracks of the Lexington Branch of the Boston and Maine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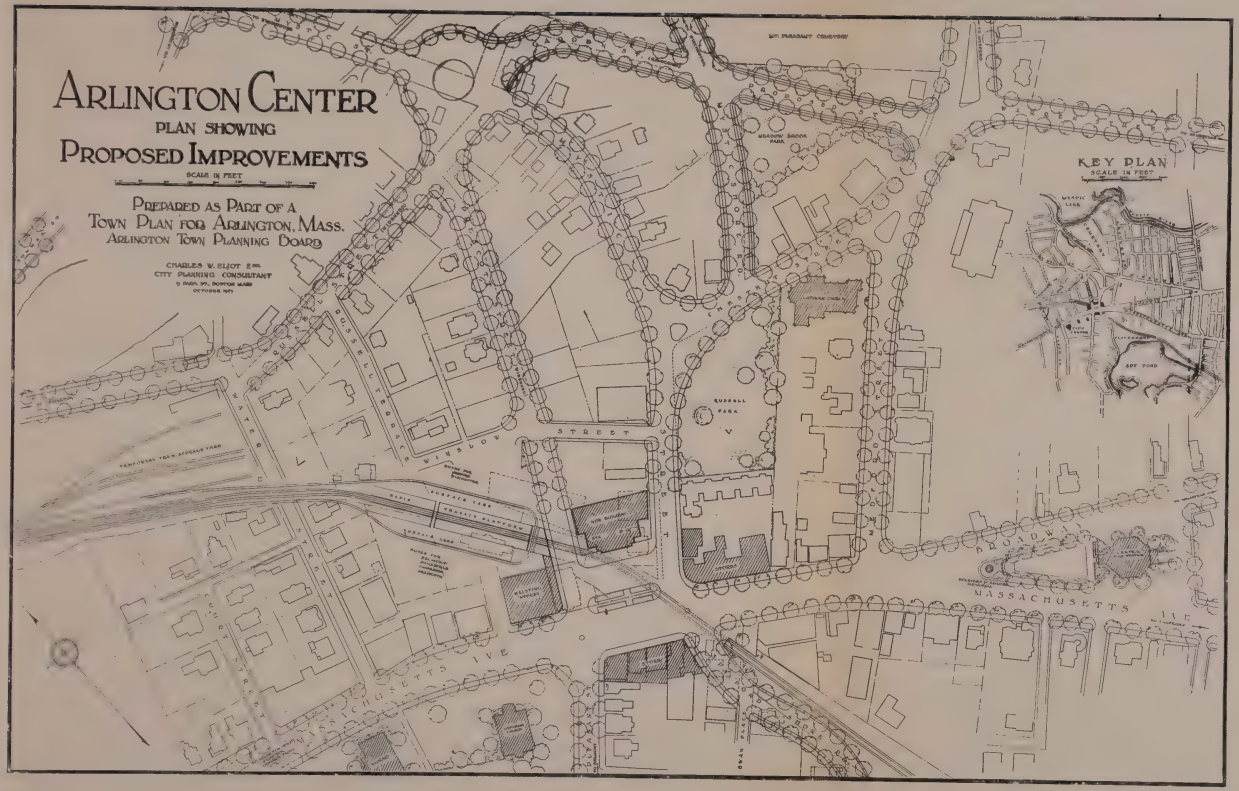
PROPOSED THROUGH STREETS
NORTH - SOUTH
EXISTING THOROFARES
PROPOSED THOROFARES & CONNECTIONS
WINCHESTER
MYSTIC LAKES
MYSTIC RIVER
SOMERVILLE
CAMBRIDGE
BELMONT
SPY POND
RESERVOIR
MASSACHUSETTS AVE.
MAPLE ST.
NORFOLK RD.
MT. PLEASANT CEMETERY
CATHOLIC CEMETERY
MENOTOMY ROCKS PARK
ALEWIFE BROOK PARKWAY


ARLINGTON CENTER
PLAN SHOWING
PROPOSED IMPROVEMENTS
SCALE IN FEET
PREPARED AS PART OF A
TOWN PLAN FOR ARLINGTON, MASS.
ARLINGTON TOWN PLANNING BOARD
CHARLES W. ELIOT 2ND.
CITY PLANNING CONSULTANT
KEY PLAN
SCALE IN FEET
MASSACHUSETTS
BROADWAY
WINSHIP STREET
RUSSELL PARK
MEADOW BROOK PARK
MT. PLEASANT CEMETERY

Railroad without serious inconvenience to their users or loss to either the Elevated Railway or the Boston and Maine? The railroad tracks run parallel to and within a block of Massachusetts Avenue from Arlington Center westward. If the extension of rapid transit facilities to Arlington Center is long postponed a combination of bus service on the Avenue with street cars on the railroad right-of-way should be tried for the whole length of Massachusetts Avenue in Arlington.

With these assumptions and considering recommendations already made, I have prepared a plan of Arlington Center showing certain changes which may be briefly described as follows:

The railroad tracks are sunk under Massachusetts Avenue and under an extension of Prescott Street. By a slight relocation of the line, a platform 450 feet long can be arranged along a straight track from the point where the tracks go under Prescott Street northward. The plan assumes the temporary end of the rapid transit service at Arlington Center and the use of the railroad right-of-way beyond by street cars. These street cars are brought in at existing grade to platforms parallel to and above the rapid transit platform and a loop track is shown near Prescott Street for turning these cars. Outside the street car tracks on each side are places for Parking Stations for buses.

This arrangement for the abolition of the railroad crossing should not be over expensive because the cut to sink the tracks is partly in previous fill, and because practically all of the material excavated can be disposed of in the immediate vicinity. It is evident that the cost of bridging the railroad or the streets would be approximately the same whether the railroad is sunk under or raised over the avenue. It is also apparent that filling on top of existing fills would require more material to be cut somewhere than would have to be cut to make a tunnel. Certainly the appearance of Arlington Center would be very much better if the railroad were sunk.

Prescott Street is shown extended over the railroad and across the site now occupied by the old Town Hall and widened to 65 feet throughout. Between this new street and the existing block of stores at the corner of Massachusetts Avenue a narrow site is left for a new store building which would improve the

appearance of the corner. An entrance to the Rapid Transit Platform could be provided from this building. Between Mystic Street and Prescott Street extended, a new building is suggested, which might serve as a waiting room, post-office, and store. The proposed Spy Pond Shore Road is shown coming up over the railroad from the south and emerging opposite Mystic Street.

This general arrangement of Arlington Center will simplify the traffic problem, do away with the grade crossings, and materially improve the appearance of the vicinity.

PART III

ARRANGEMENT OF MINOR STREETS

The best use of major thoroughfares can only be realized when street intersections are few and far between. Current practice along Massachusetts Avenue in Arlington has been to arrange blocks with the short side on the Avenue. If the reverse policy had been adopted there would now be only half as many streets and dangerous corners on the Avenue.

In the development of the lands bordering Summer Street and along the other existing and proposed major streets suggested in this report, a policy of long blocks parallel with the *main highways* and with few intersecting streets should be adopted On the General Town Plan enclosed with this report a number. of such parallel minor streets are shown.

PART IV

PARKS AND OPEN SPACES IN ARLINGTON

As the Town of Arlington grows in population and as the population of Greater Boston increases, the need and usefulness of park areas in Arlington becomes more evident. Although Arlington already possesses several parks which fit well into the Metropolitan Park System, the total park area is not adequate for present or future needs. The growth of population of the town in recent years has far outdistanced the growth in park areas. The whole of Metropolitan Boston has been steadily expanding also, so that Arlington is no longer on the outskirts of the built-up area, but partly within it. But in spite of this

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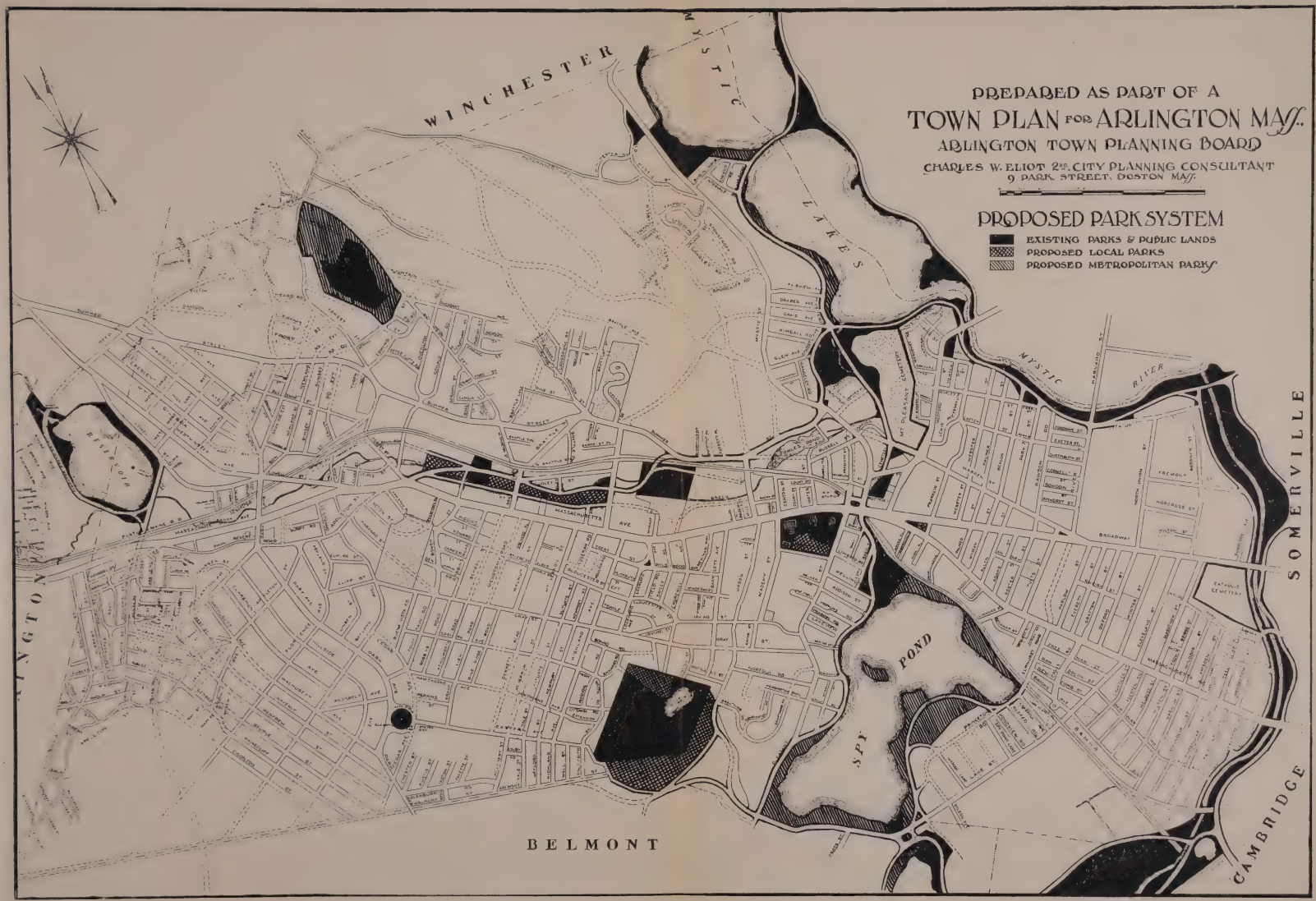
EXISTING PARKS AND PUBLIC LANDS
PARKS AND WATER WORKS
CEMETERIES
SCHOOLS
OTHER PUBLIC LAND
WINCHESTER
MYSTIC LAKES
MYSTIC RIVER
SOMERVILLE
CAMBRIDGE
BELMONT
SPY POND
RESERVOIR
MASSACHUSETTS AVE
BROADWAY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9 PARK STREET, BOSTON MASS.
PROPOSED PARK SYSTEM
EXISTING PARKS & PUBLIC LANDS
PROPOSED LOCAL PARKS
PROPOSED METROPOLITAN PARKS
WINCHESTER
LAKES
MYSTIC RIVER
SOMERVILLE
CAMBRIDGE
SPY POND
BELMONT

expansion of Greater Boston, the Metropolitan Park System has not perceptibly increased in area during the last twenty years.

That Arlington is alive to the situation is shown by the activity of the Park Commission, by the acquisition of the top of Turkey Hill in 1912, of Hills Pond in 1923, and by the bill now before the legislature concerning the west shore of the Mystic Lakes. What is now needed is a program for the development and co-ordination of the areas now held or used for Park purposes, and for the creation of a park system which will supplement an increased and better co-ordinated Metropolitan System. Any proposals for the development of a park system in Arlington must be based on a clear conception of what park areas already exist, what kind of parks are needed, what opportunities exist, and on the distribution and requirements of the population.

In the past a great part of Arlington has been wild land or market garden of great topographic and scenic variety, which has been more or less free for all to enjoy. As population density increases and the built-up area of Metropolitan Boston includes more of the town, one by one these open spaces are cut up into house lots, or they are so over-run by people that the owners are forced to exclude the public. Whereas it was possible to find, among the large areas that were accessible, some that were particularly adapted to anyone of a number of specialized park purposes, now and hereafter each of these park purposes must be served in park areas which together will form a park system.

A park system properly consists of a variety of sizes of open spaces adapted to different uses. Parks may be listed according to their purpose and size, but in so listing them we must not lose sight of the relations that exist between them.

(*a*) We might begin with the garden square, which first came into existence as a real estate venture to make abutting house lots more attractive to possible purchasers. Such an area as the triangle between the New Central Fire Station and the Monument, is or may be a "Garden Square." The settings of public buildings such as the Town Hall and High School might also be included. Russell Park, Park Circle at Arlington Heights, and the "Foot of the Rocks" at Lowell Street, and Massachusetts Avenue, belong in this category.

Such plots, usually surrounded by streets, small in area, and often formally arranged, are valuable as breathing spots in the more densely built sections of the Town. They offer an opportunity for the planting of trees and shrubs—for the introduction of a difference in color and texture in the midst of the Town. They are valuable not only to the owners of the abutting property who gain a greater outlook and more attractive frontage, but also to other citizens as resting places.

(*b*) The small neighborhood park serves similar purposes, but being on a larger scale or on rough topography, a closer contact with natural beauty is possible. "The parks of this class have most of their area, or at least their predominating effect devoted to some sort of natural or artificially created naturalistic features." They may, therefore, be termed small landscape parks as contrasted with large landscape parks such as Central Park, New York, or Franklin Park, Boston. The area behind the Junior High School in Arlington has this character and purpose. Menotomy Rocks with Hills Pond is a most interesting and suitable neighborhood park. Turkey Hill Reservation, though much too small, is a good start towards a similar park with the advantage over Menotomy Rocks that the views obtainable are more extensive and less likely to be blocked.

(*c*) The large landscape park constitutes an endeavor to supply the city dweller with a contact with nature. The hard lines and construction of the city, the geometric relations of all things, and the persistent evidence of the man-made, need to be offset. The landscape park exists for this purpose—"to provide for a constant mild enjoyment of simply pleasing rural scenery."

Arlington is peculiarly fortunate in having part of three large bodies of water within the town boundary. The reservoir on the Lexington line is completely controlled by the Water Board of Arlington. Mystic Lakes are partially controlled by the Metropolitan Commission, but a large proportion of the Arlington shores remain in private hands. Spy Pond is entirely within the town limits, but practically none of its shores are publicly owned.

(*d*) Accommodations for active and organized recreation in the form of games and directed play are provided in playgrounds

and playfields. The most notable example of this kind of open space in Arlington is the Spy Pond Playground, but the land behind the High School and Junior High School may be developed for this use. Playgrounds should be arranged in conjunction with school houses wherever possible, and upon the same basis. The same considerations that determine the proper location of school houses, such as distance from homes, traffic thoroughfares to be crossed, etc., are involved in the choice of playground sites.

(*e*) The different areas devoted to recreation are co-ordinated and connected into a park system by parkways and boulevards, which allow pleasurable access to the parks and provide pleasant ways between them. In the choice of routes for parkways in Greater Boston the topographical and scenic possibilities of valleys and the banks of streams have been almost a determining factor. This is a most fortunate occurrence, for by this means the banks of Alewife Brook, Little River, and a part of the shores of Mystic Lake have been secured for park use. Meadow Brook Park is another element of this sort.

(*f*) Besides these kinds of open spaces which are kept by the local and Metropolitan Park Boards, there are cemeteries and other areas in the hands of special boards or private owners. The Winchester and Arlmont Country Clubs own considerable areas in and just outside Arlington. Churches, hospitals, public and private, and other institutions control quite a lot of land, much of which is semi-public in its use.

The existing public open spaces in Arlington are incomplete. If these areas were worth acquiring in the first place, they are worth completing now. Take for example the Menotomy Rocks Park. The boundaries of this Park are entirely artificial and quite meaningless as far as landscape unity is concerned. The acquisition of Hills Pond was a great improvement but insufficient. It is essential to the beauty and completeness of Menotomy Rocks that the Devil's Glen and the hilltop to the north of it should be secured for park purposes immediately. The glen is a beautiful piece of wild topography which is an inseparable part of the rocks. The hilltop commands extensive views and is needed for the protection of the glen. The south boundary of Menotomy

Rocks is arbitrary and unrelated to the topography. If Jason Street is extended as suggested, the park land should be extended to the road location. The park would then include all of the higher lands and have a proper border road.

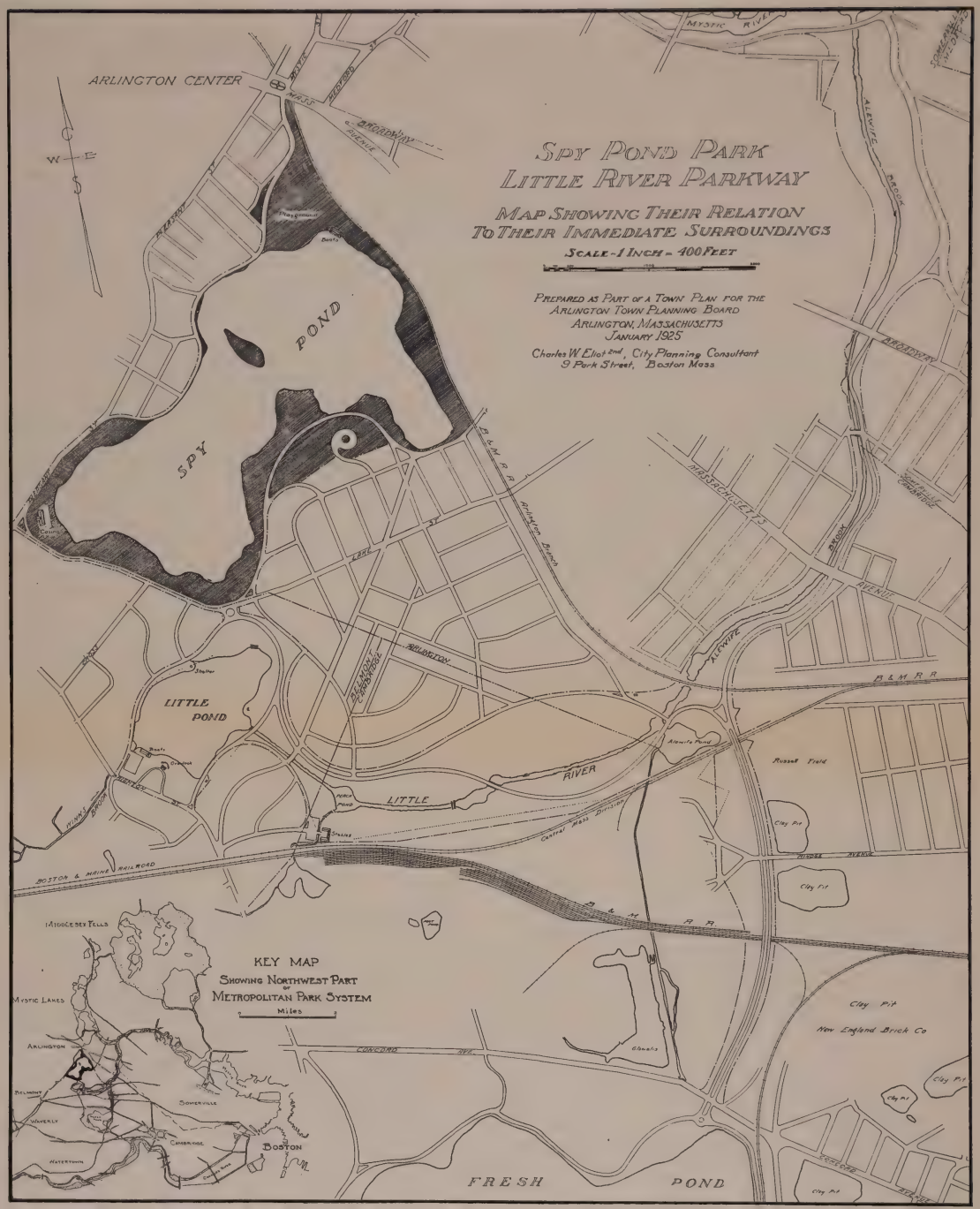
A similar situation, though not so much in need of immediate attention, is that at Turkey Hill. The reservation at the top of Turkey Hill is bounded in a most unsatisfactory manner. I have shown on the accompanying plan a revised boundary line which would allow the building of border roads and prevent the backs of houses abutting on park land. The boundary road is valuable for policing purposes as well as for appearances.

The need of completing the land takings on the shores of the Mystic Lakes is unquestioned. The land necessary for the protection of the shore and for the building of parkways has been indicated by the Metropolitan District Commission. Representative Currier's Bill for the acquisition of this land by the Commonwealth will come up again in this session of the Legislature. It is to be hoped that this year the bill may have greater support, and that in the meantime strenuous efforts may be made to get the land either restricted as to use, or given to the public.

Spy Pond presents the most difficult problem from the park point of view. The policy of building shore roads as abutting property is developed is good as far as it goes, but it is incomplete not only in its results, but also as a policy. Bits of road at the foot of Devereaux Street, at the end of Wellington Street and along the shore between Lakehill Avenue and Pondview Road have resulted or will result from the present policy. These bits should be connected. Continuous roadways on both shores of the pond can serve important traffic functions.

The policy at Spy Pond involves great risks. It is not enough to take advantage of any opportunities as they arise. It is essential to the protection of the shores of Spy Pond that the property all about the pond should either be bought by the public or restricted as to use.

Under the section on circumferential highways, I mentioned a park border road on the Arlington shore of Alewife Brook. That road is more important from a park point of view than from the traffic standpoint.


SPY POND PARK
LITTLE RIVER PARKWAY
MAP SHOWING THEIR RELATION
TO THEIR IMMEDIATE SURROUNDINGS
SCALE - 1 INCH = 400 FEET
PREPARED AS PART OF A TOWN PLAN FOR THE
ARLINGTON TOWN PLANNING BOARD
ARLINGTON, MASSACHUSETTS
JANUARY 1925
Charles W Eliot 2nd, City Planning Consultant
9 Park Street, Boston Mass
ARLINGTON CENTER
SPY POND
LITTLE POND
LITTLE RIVER
MYSTIC RIVER
ALEWIFE BROOK
FRESH POND
BOSTON & MAINE RAILROAD
B & M R R
A & M R R
CENTRAL MASS DIVISION
MASSACHUSETTS AVENUE
BROADWAY
KEY MAP
SHOWING NORTHWEST PART
OF
METROPOLITAN PARK SYSTEM
Miles
MIDDLESEX FELLS
MYSTIC LAKES
ARLINGTON
BELMONT
WAVERLY
WATERTOWN
SOMERVILLE
CAMBRIDGE
BOSTON
CONCORD RIVER
City Pit
New England Brick Co
Russell Field
Alewife Pond
Shelter
Bath House
Comfort Station
Band Stand
Spring
Park Pond
Arlington Boat Club
Arlington Branch
Arlington Heights
Arlington Center
Lake St
Pleasant St
Park Ave
Forest St
Winter Ave
Alewife Brook Parkway
Alewife Brook
Mass Ave
Broadway
Somerville
Cambridge
Boston
Fresh Pond

Spy Pond Park
General Plan for Development of Land
To be Held by the Metropolitan District Commission
Scale - 1 Inch = 100 Feet
Presented as Part of a
Town Plan for Arlington, Mass.
Arlington Town Planning Board
Charles W. Eliot 2nd, City Planning Consultant
9 Park Street, Boston, Mass
February 1925
Arlington Civic Center
Massachusetts Avenue
Broadway
Mass. Ave.
Swan St.
Maple Street
Lombard Street
Playground
Wellington Street
Pelham Terr.
Pleasant Street
Addison Street
Oak Knoll
Hopkins Road
Peabody Road
Lakeview
Irving Street
Spring Valley
Gray Street
Chapman Street
Norfolk Road
Kensington Park
Gould Road
Deverean Street
Pleasant Street
Brantwood Road
Island
Knoll
Meadow
Boston & Maine Railroad
Alfred Rd.
Spy Pond Road
Fairview Road
Lane
Wyman Lane
Lake Street
Avenue
Arlington
Wilson
Belmont
Cambridge
Casino
Little Pond

The completion of these projects, either by the Town or through Metropolitan activity, will go far towards the development of a park system. Certain other lands, however, should be obtained if the system is to be complete.

The areas behind Arlington Heights will develop rapidly when the proposed Spring Street-Arlmont Route is completed. A park in the upper valley of Clemetis Brook will then be needed. The area contiguous in Belmont is better adapted for park purposes than the low meadow lands in Arlington. There is no immediate need for decision as to exactly what lands should be reserved, but before the real estate in the vicinity is put on the market, the town should solicit gifts or get the co-operation of Belmont in securing suitable property.

The area between Turkey Hill and Mystic Street was carefully surveyed and laid out in streets and blocks in 1912. At that time the top of Turkey Hill was taken as a public reservation. Even with improved boundaries Turkey Hill alone will not be sufficient park land if the housing development as envisaged by the zoning law takes place.

The area includes two or three points of interest and beauty which might properly be set aside as a reservation. The pine woods near Hutchinson Road should certainly be preserved by either private or public action and the swamp in the hollow east of the woods should be obtained for a park.

A parkway in the Mill Brook Valley between Massachusetts Avenue and Grove Street has been suggested many times. This link in the park system can be of great use to improve the shores of the brook, to help traffic, and to encourage a better development of the vicinity. Mill Brook Valley presents a great opportunity. The present dumps and stagnant water can be made into a value producing park, with wading pools and pleasant scenery.

SUMMARY

The rapid development of Arlington in recent years and the probable continuance of the growth of the Town at approximately the same rate, makes it essential that land takings for future improvements should be made at the earliest possible date. It is only in this way that the great increase in cost which building

on the properties involved would entail, can be avoided. If lands are secured and building lines fixed now, the execution of the improvements recommended can be postponed until the presence of traffic congestion demands relief or until the public purse can afford the construction costs.

For the execution of the recommendations of this report it is suggested that the Town should

1. Seek the support of the Commonwealth in securing the acquisition and eventual development by the Metropolitan District Commission of

(*a*) the shores of Spy Pond.

(*b*) the west shore of Mystic Lake.

(*c*) a reservation on and about Turkey Hill,—and that as an earnest of the Town's desire to co-operate in this work, that the Town secure and offer to the Commonwealth.

(*a*) a shore road on the west shore of Spy Pond.

(*b*) a parkway from Chestnut Street to Mystic Lake via Meadow Brook Park as part of a Mystic West Shore Road, and

(*c*) the existing reservation at Turkey Hill as part of a future larger reservations.

2. Seek gifts of land and the co-operation of owners of property for the securing of

(*a*) a seventy foot street across Boston Elevated Property to connect Harvard Street with Elmhurst Road and the proposed Spy Pond Parkway.

(*b*) A relocation of Spring Street and its connection with Lake Street and Arlmont Street, and for the extension of Arlmont Street to the Lexington line.

(*c*) A connection over park and private property between Warren and Summer streets.

(*d*) Any parts or all of the park lands previously recommended in this report and particularly the shores of Spy Pond.

3. Seek the co-operation of the Town of Lexington and of the State Highway Commission to develop a connecting highway over Arlington Water Works Property from the end of Summer Street to Massachusetts Avenue near Monroe Station.

4. Proceed to acquire necessary property and build an extension of Pleasant Street to connect with a widened Prescott Street and Mystic Street.

5. Urge upon the legislature the desirability of extending rapid transit service over the Arlington Branch railroad tracks to Arlington Center, and suggest to the Elevated the use of the Railroad tracks for street cars between Arlington Center and points west in place of Massachusetts Avenue.

6. Prevent the blocking of any of the proposals contained in this report by the purchase of condemnation of property in any case where building or other change in the present use of the land will increase the cost of eventual completion of the project.

TOWN OF ARLINGTON
MIDDLESEX COUNTY MASSACHUSETTS
GENERAL TOWN PLAN
SCALE IN FEET
ARLINGTON TOWN PLANNING BOARD
LEGEND
KEY PLAN
WINCHESTER
MEDFORD
SOMERVILLE
CAMBRIDGE
BELMONT

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